

Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.

SECTOR 7 — CHART INFORMATION

SECTOR 7

SAKHALINSKIY ZALIV—MYS ALEKSANDRA TO MYS KRIL'ON

Plan.—This sector describes the E and W shores of Sakhalinskiy Zaliv, including the Amur valley and its N approaches, and then the N, E, and SE coasts of Sakhalin. The general sequence is SE from Mys Aleksandra to the Amur, then NE along the E shore from Mys Tamlevo to Mys Yelizavety, and finally S to Mys Kril'on at the S end of Sakhalin.

General Remarks

7.1 Winds—Weather.—Off the NW coast of Sakhalin during July, August, and September, the prevailing winds are from the SW, and N winds are rare. Extremely good weather is prevalent in August. Around the middle of September, N winds begin to predominate. By the beginning of October, the good weather is at an end. Winter lasts from October to March and the prevailing wind during this period is a cold northwesterly, which brings snow, although it occasionally comes from the NE.

Winds from the SSW through SE to E tend to bring thick fog and rain. Winds from the N, through W to SW tend to bring clear weather.

The S and N winds alternate off the E side of Sakhalin from April until the end of September, but from October until May the N winds are prevalent. The period of good weather prevails through the latter part of July and the first half of August. The months of June, July, August, and September are humid, and precipitation is heavy. The temperature is always relatively low, because of the effect of the cold currents.

The climate of Zaliv Terpeniya is severe, and snow remains on the ground in places until the end of June. Rains are protracted and fog is frequent. The S and SW winds, which prevail throughout the summer, cause a heavy swell, making communication with the shore difficult.

In winter, winds are predominantly from the NE and NW with considerable amounts of snow and sleet.

During the summer, SW and NE winds, occasionally interrupted by breezes from various directions, are prevalent. The NE winds are accompanied by dense fog, rains, and heavy swell, but with SW winds the weather is generally fair and the sea is calm. Periodically fair weather, accompanied by light airs and a very calm sea, lasts for several days. In the spring, during the period of melting snow, the freshets of the rivers cause considerable flooding.

The temperature begins to fall in September, and except for an occasional snowfall, good weather generally prevails. During the winter, which begins in October, NW winds alternate with NNE winds and a considerable amount of snow falls.

Ice.—Ice appears in the latter part of October or early November, and its presence considerably interferes with navigation and loading operations. By the middle of November, floes of ice carried in and out by the tidal currents prevent entering.

The outflow from the Amur River passes along the W coast of Sakhalin in a N direction, drives the ice from the shore, and keeps the E part of Sakhalinskiy Zaliv free from ice, except during strong N or NW winds, when this channel may be closed. During exceptionally unfavorable years, the W part of Sakhalinskiy Zaliv may be inaccessible to vessels during the whole navigational season of June through November.

The Amur River is usually ice-bound from the middle of November until the middle of May. It occasionally remains frozen until the end of May or early June, but ordinarily it is open to navigation from the middle of May.

In December fast ice begins to form along the shore on the NE side of Zaliv Terpeniya, and there are some ice floes drifting about in the vicinity of the mouth of the Poronay. These ice floes freeze together and develop an icefield, which by January is 0.9m thick. In March, the ice begins to break up, leaving a fringe of fast ice along the shore of the gulf. The amount of drift ice varies from year to year. At times, the N side of the gulf is packed with drift ice to a distance of 20 miles offshore. Occasionally the gulf may be clear of ice as early as May, but navigation is not safe until June. The gulf is clear of ice by the middle of June.

Caution.—Care should be taken by vessels navigating within the above-mentioned areas, especially during periods of limited visibility and at night.

The distances to which sea ice can be seen at night vary considerably with the visibility, phase and altitude of the moon, weather, size of drift ice, and the height of eye of the observer. The approximate visible distances under most conditions are as follows:

1. About 5 miles, or 7 miles for large ice floes, with the moon ahead in clear weather.
2. One to 2 miles with the moon astern in clear weather.
3. Up to about 100m on a dark night.
4. From 50 to 100m during a snowstorm.

Note.—Radar generally becomes unreliable during periods of moderate to heavy snow.

In the W part of the Sea of Okhotsk, along the E side of Sakhalin, ice begins to form in late November and to melt in mid-June. About the middle of March, fast ice will spread solidly over an area extending 20 to 30 miles offshore. The less solid ice extends as far as the middle of the Sea of Okhotsk. Winter navigation, N of the 49th parallel, is restricted to icebreakers.

During April and May, drift ice is sighted frequently. Unstable ice which spreads almost to the center of the sea, turns to drift ice and moves S, following the prevailing wind and ocean current, leaving the solid ice along the coastline. It has been reported that during May, ice 6.1 to 9.1m high forms close to the shore. Large growlers, in crushed ice groups, can be expected during this time, where safe navigation is available in the season. To the N of 50°N, the ice thickens with the latitude, up to 0.9m.

In Zaliv Aniva ice first appears in November, but in Bukhta Lososey the NW recess of the gulf, the ice appears late in October. Korsakov is ice-bound from January to the middle of March and is completely free of ice in April. Considerable parts of Zaliv Aniva are covered with fast ice, but leads occur between the fast ice and the ice fields in the middle part of the gulf. The ice along the W shore of the gulf is the thickest, reaching 0.8m. With continuous E winds during April and May, drift ice enters from the E and accumulates along the W shore of the gulf, then drifts S toward Mys Kril'on. Fast ice never forms in the vicinity of Mys Kril'on, but the winter winds from the NE quadrant may bring considerable accumulations of drift ice to the vicinity of the cape. Zaliv Aniva becomes free of ice in May.

Sakhalinskiy Zaliv

7.2 Sakhalinskiy Zaliv is the N entrance to [Amurskiy Liman](#) (see [Sector 8](#)) and is entered between Mys Aleksandra and Mys Marii, about 89 miles E.

Winds—Weather.—Fog is most frequent in Sakhalinskiy Zaliv from June through August, and the number of days with fog during this period constitutes 60 to 70 percent of the total for the year. From June to about August 20, fog is comparatively light and affords a range of visibility of approximately 1 mile. After this date, however, and until the middle of September, fog is very dense, reducing the visibility to 90m or less.

During August in the vicinity of Mys Tamlevo, fog has continued for 5 days without lifting.

Tides—Currents.—The cold SE current on the W side of the gulf has a rate not exceeding 1 to 1.5 knots, but it is increased by the tidal current on the flood and decreased on the ebb. The warm N current on the E side of the gulf flows at a rate of 2 to 2.5 knots, increasing with the ebb tidal current and decreasing on the flood.

Sakhalinskiy Zaliv—West Shore

7.3 **Mys Aleksandra** (54°17'N., 139°47'E.), the W entrance point of Sakhalinskiy Zaliv, is the NE extremity of a rugged peninsula about 610m high, the seaward slopes of which are covered by stunted trees. The E side of the peninsula consists of a line of precipitous brown cliffs and contrasts considerably with the N part which is lower and gray.

Kekur Aleksandra, a high pinnacle rock, is located close off the extremity of Mys Aleksandra and is conspicuous from the NW and SE.

Ostrov Reyneke, located about 3 miles N of Mys Aleksandra with a clear channel between, is about 2 miles long E-W and forms a hump higher at the E end. A small stream discharges on the W side of the island and landing here is not difficult in small sheltered bays during S winds. The island is steep-to on all sides and there are depths of 30 to 35m close offshore.

The channel between Mys Aleksandra and Ostrov Reyneke is free from dangers.

Caution.—A local magnetic anomaly is reported in an area that extends approximately 8 miles NW of Ostrov Reyneke and Litke, 4 miles NW of Mys Litke.

Mys Mofeta, a conspicuous projection extending about 1 mile from the coast 6 miles SSE of Mys Aleksandra, faces the sea on all sides with steep brown cliffs of considerable height. A large sharp rock lies at the NE extremity of the point and rises nearly vertically from the sea with some low land between. Gora Mofeta, a broad-topped mountain resembling a wide cupola, rises above the surrounding terrain about 3 miles S of Mys Mofeta, and is easily identified from a considerable distance.

Mys Promezhutochnyy lies about 11 miles SE of Mys Mofeta. Kekur Villi, a prominent pillar rock, lies close off the point.

Mys Kupriyanova lies about 3.5 miles SE of Mys Promezhutochnyy. This point slopes steeply from a mountain which is over 300m high.

Mys Litke (53°56'N., 140°22'E.), lying 21 miles SE of Mys Mofeta and composed of gray cliffs backed by high land, is a large rounded point lying near the middle of the W shore of Sakhalinskiy Zaliv. The E extremity of the point slopes more gradually to the sea and is surrounded by numerous above and below-water rocks lying close offshore.

Ostrov Kovrizhka, an islet consisting of numerous boulders, lies about 0.3 mile E of Mys Litke and is connected to the point by a drying reef. A light, from which a radiobeacon transmits, is located on Mys Litke.

Caution.—Vessels in this vicinity should not approach the coast within a depth of 9m.

The coast from Mys Litke gradually decreases in height until S of Mys Perovskogo, the shore becomes a sand and shingle beach with grass and dunes in places. It extends finally into Petrovskaya Kosa, a narrow sandy spit about 7 miles long with its SE extremity (53°27'N., 141°07'E.) marked close within by a fishing station.

Caution.—A submarine cable extends seaward from the coast in the vicinity of the root of Petrovskaya Kosa and may best be seen on the chart.

Zaliv Schast'ya, entered between the SE extremity of Petrovskaya Kosa and the NW end of Ostrov Chkalov, a low, narrow, sand and shingle island about 0.5 mile SE, is a shallow and shoal encumbered bay lying within the above off-lying features and the mainland about 4 miles to the S. The entrance channel, with a least depth of 2.1m, is divided in the approaches by a long narrow shoal about 0.5 mile offshore with depths of 0.6 to 1.2m. Within the entrance the waters of the bay require local knowledge.

Anchorage.—It is reported that small local vessels with a draft not exceeding 30m can obtain anchorage in Zaliv Schast'ya, but the holding ground, consisting of sand, or sand and shingle.

North Approach to the Amur

7.4 Farvater Nevel'skogo, the N channel to the mouth of the Amur, leads from Sakhalinskiy Zaliv to a position about 4 miles E of the SE end of **Ostrov Baydukov** (53°18'N., 141°29'E.), and then SSW and SW through Amurskiy Liman to Mys Chagdbakh, the N entrance point of the Amur. Having a total length of about 35 miles, the fairway, which is marked by

lighted buoys, begins at North Bar NE of Ostrov Baydukov and carries a least depth of about 4.3m, subject to seasonal changes and dredging priorities.

The navigational season for Farvater Nevel'skogo generally begins about the first of June and ends about the middle of October, the channel buoys being lifted and relocated each year. Because of the severity of the winter, it is usually necessary to resurvey the fairway and therefore local knowledge is required.

Winds—Weather.—Fresh NE winds considerably increase the depths in Farvater Nevel'skogo, while strong S winds have the opposite effect. Depths decrease quickly at the beginning of the ebb.

Fogs are most frequent in July and August and often of long duration, periods of up to five continuous days having been reported. Usually there is fog during this season for 6 hours daily, from 0400 to 1000.

Ice.—It commences to freeze in this area in October and the ice is of sufficient thickness in December for sleds to cross to Sakhalin. Navigation through Farvater Nevel'skogo should cease as soon as small quantities of ice appear as the floes will generally force a vessel onto the nearest sandbank, where the vessel will probably remain for the winter.

Tides—Currents.—The tidal rise on North Bar ranges from 0.6 to 1.5m depending on the diurnal effects involved. The tropical tides are characterized by a short duration of HW, while the LW, which may have small variations in level, lasts up to 12 hours at times. Tidal signals are shown from a station on the SE end of Ostrov Baydukov.

The tidal currents usually set N through North Road during the rising tide at a considerable rate, which at times may exceed 4 knots. The current on the falling tide is toward the S, but at a maximum rate of only 1.5 knots.

Aspect.—Gora Men'shikova, a conspicuous saddle-shaped hill, rises close within Mys Men'shikova about 1 mile S of Ostrov Baydukov. Gora Negda, a helmet-shaped hill with a bare summit, lies about 3 miles SW of Gora Men'shikova and when seen from a considerable distance to the N appears along with the latter as two separate islands.

An outer approach lighted buoy is moored about 10 miles N of the W end of Ostrov Baydukov.

Mys Men'shikova Light is shown from a round stone tower. 19m high, painted white and black. A radiobeacon transmits from the light.

Gora Alekseyeva, a three peaked mountain, rises about 9 miles SSW of Gora Men'shikova and is very prominent from North Road.

Pilotage.—Pilotage is compulsory. Vessels entering the Amur estuary from the N can obtain a pilot from the station at the SE end of Ostrov Baydukov, providing the proper notice is given. Pilots board in the vicinity of the approach buoy.

Anchorage.—Vessels can obtain anchorage 5 miles N of the SE extremity of Ostrov Baydukov, but this anchorage is only sheltered from W winds, and the tidal currents are very strong. Vessels using this anchorage should take care to avoid the bank extending NE from Ostrov Baydukov.

Caution.—Danger Area No. 1, the limits of which are best seen on the chart, lies about 10 miles NE of Ostrov Baydukov and is dangerous due to mines.

Danger Area No. 4, the limits of which are best seen on the chart, lies NE of Ostrov Chkalov; this area is a former mined area which has been swept and is now considered safe for surface vessels only.

Anchoring and trawling are prohibited in the above danger areas.

The Amur

7.5 The Amur, having a total length of 3,000 miles, is the eleventh longest river in the world and the fourth longest in Siberia. From its mouth between **Mys Chagdbakh** (52°59'N., 141°08'E.) and Mys Pronge, about 8 miles SSE, the river is navigable for approximately 550 miles to the city of Khabarovsk and has least known channel depths of 6.9m to Nikolayevsk, then 6.7m for 20 miles to Mago, then 5.2m for 290 miles to Komsomol'sk, and finally 3.7m to Khabarovsk.

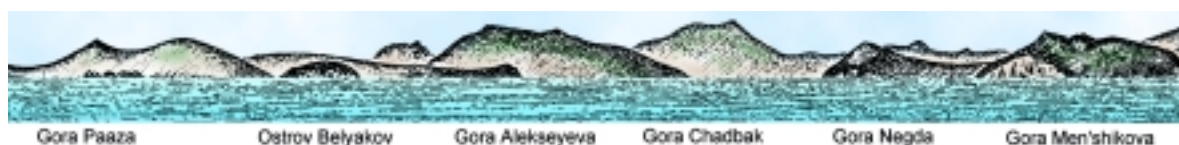
The Amur has three periods of rising water which effect its general level and influences the depths on the outer bars. The first rise which is early spring is caused by ice shifts of short duration and is usually less than 0.9m. The second rise, which is caused by the melting of snow, occurs in late spring and may reach 3m. However, after this period the river begins to fall, usually reaching its lowest level in late July. The third rise occurs in autumn, and when caused by heavy rains, may reach 4.5m or higher, occasionally causing considerable flooding.

Caution.—Salmon traps, extending from the shore to the fairway, may be encountered in the approaches to the river.

Nikolayevsk (53°08'N., 140°44'E.)

World Port Index No. 60820

7.6 The port of Nikolayevsk, situated on the N bank of the Amur, about 23 miles within its entrance, consists of a harbor basin protected by an island mole on its SW side and a small point of land known as Mys Kuegda, E of the entrance. The port is primarily used in the transshipment of cargo transferred from shallow draft vessels which have come down the Amur from the inland ports of Komsomol'sk and Khabarovsk. During the summer, the harbor is frequented by fishing vessels working the Amur estuary and a considerable amount of fish is prepared for export.



Approach to the Amur from NE of Gora Men'shikova

Winds—Weather.—The prevailing winds are NW during winter and S during summer. Off the mouth of the Amur, W winds sometimes attain great force, increasing the strength of the ebb tidal currents and at times bringing large quantities of drift ice from the upper reaches.

Ice.—The Amur is usually icebound from the middle of November to the middle of May, the ice thickness averaging 0.9m. The navigation season is limited by the channels in Amurskiy Liman, the river usually being clear beforehand.

Tides—Currents.—The mean tidal range at Nikolayevsk is 1.5m. The tides are diurnal with a short duration of HW and a long period of LW. The river level is seasonal, being higher in the spring and fall and lower in mid-summer.

Depths—Limitations.—The controlling depth in Farvater Nevel'skogo, the N channel, is 4.3m. The S channel, which is described in Sector 8, has a least depth of 2.7m and is more generally used by lighter draft vessels.

There are depths of 3.8 to 6.7m over a width of 45m in the entrance to Nikolayevsk. The deeper berths have depths of 5.5 to 6.1m alongside and can accommodate small ocean vessels with drafts of 4.9m.

Aspect.—Two light beacons, in line bearing 312°, lead into the harbor entrance.

Pilotage.—Pilotage is compulsory and available 24 hours. Nikolayevsk is the main pilot station for the Amur. Pilots board vessels entering by the N channel from the station at the SE end of Ostrov Baydukov, providing they are requested in accordance with the proper regulations. Vessels entering by the S channel request pilotage from Aleksandrovsk-Sakhalinskiy at least 5 days in advance.

No great reliance should be placed on the pilots who are more useful on account of their local knowledge than for their skill in shiphandling. It must be remembered that they accept no responsibility in the event of the vessel receiving or causing damage.

Anchorage.—There are designated anchorage in the outer roadstead with depths of 3.2 to 13.2m. The best anchorage is in depths of 10 to 20m, mud, abreast Mys Kuegda. The currents are occasionally strong, but the holding ground is good with adequate swinging room.

Caution.—The charts in the channel area should be used with caution and be considered as a guide only. The channels during the navigational season may be marked by buoys, lighted buoys, and beacons. Refer to the appropriate chart and applicable notice to mariners.

7.7 Mago (53°15'N., 140°13'E.), situated on the N side of the Pal'vo Channel, about 20 miles above Nikolayevsk, is a town which is the center of the lumber industry for the surrounding region. The port consists of six loading berths, four on the S bank and two on the N bank. The chief exports are logs and wood pulp.

Depths—Limitations.—There are depths of 6.7 to 23m in the channel between Nikolayevsk and Mago, but because of numerous shoal areas and the shifting nature of the channel, navigation can be difficult. There are depths of 4 to 6.1m alongside the berths. There is reported to be a depth of 3.4m in the channel leading to these berths. This channel is closed to navigation between October and May. Night navigation is

permitted, except during periods of low visibility; dense fog is most likely during August and September.

It was reported that only four berths were usable, one of which was not available to foreign vessels. It was further reported that many sunken logs were encountered downstream of the berths, which made navigation hazardous.

Vessels loading timber are not allowed to exceed a draft of 4.1m. Medium-sized vessels, with drafts to 5.5m, can be accommodated.

Aspect.—Seven pairs of range beacons mark the channel between Nikolayevsk and Mago, and white and red buoys mark the entrance of Pal'vo Channel, where it branches off from the Amur. This part of the river is suitable for daylight navigation only.

Pilotage.—Pilotage is compulsory for Mago. For pilot boarding ground and regulations pertaining to navigation, see Nikolayevsk.

Anchorage.—Vessels awaiting clearance or berth can take anchorage in the Amur in depths of 7 to 10m, mud, about 2 miles E of its junction with Pal'vo Channel.

Komsomol'sk (50°33'N., 136°58'E.) ([World Port Index No. 60825](#)) is situated on the W bank of the Amur, about 318 miles above Nikolayevsk. The port of Komsomol'sk primarily caters to river boat traffic, although it has been reached by some vessels. The river's controlling depth is about 5.2m during most of the navigational season, with somewhat more in the spring and fall. There is 245 to 275m of wharfage with depths of about 5.5m alongside. For information on pilotage, ice, tides, and seasonal conditions, see Nikolayevsk and the Amur.

Khabarovsk (48°30'N., 135°10'E.) ([World Port Index No. 60830](#)) is situated on the E bank of the Amur, about 210 miles above Komsomol'sk. The port of Khabarovsk is generally considered to be the river's center of navigation for ocean vessels. The controlling depth from Komsomol'sk is about 3.7m and vessels up to 110m in length, drawing less than this depth, are reported to have reached Khabarovsk. There is about 1,675m of wharfage at the port, with depths of 2 to 3.7m alongside. For information on pilotage, ice, tides, and seasonal conditions, see Nikolayevsk and the Amur.

Above Khabarovsk the river is shoal and can only be navigated by boats. The limiting depth is about 1m in July with even less at very low river stage, but small river steamers with local knowledge can reach Sretensk, about 600 miles above Khabarovsk.

Sakhalinskiy Zaliv—East Side

7.8 Mys Tamlevo (53°22'N., 141°46'E.), a low, sandy, and inconspicuous cape forming the NE entrance point of Amurskiy Liman, is bordered by Banka Zotova, a large drying flat about 1.5 miles wide. There are temporary shacks on this shoal during summer, which are used by the local fisherman, and a boat channel lies between the bank and Sakhalin. Ostrov Banka Zotova, on which stands a beacon, lies on the W end of Banka Zotova and is very low. An islet, with a fish factory on it, is located at the E end of the bank, about 3.7 miles ENE of Ostrov Banka Zotova.

Banka Severnaya, which extends NW from Banka Zotova, lies up to 11 miles off the coast and has irregular depths of less than 1.8m. The SW side of this shoal is generally steep-to and must be approached with caution in foggy weather. (For a description of the coast S of Mys Tamlevo, see Sector 8.)

Sakhalinskiy Farvater, the N entrance channel to the Tatar Strait, leads SE along the SW side of Banka Severnaya in depths of 7 to 9m. The channel is 87 miles long and leads from the Sea of Okhotsk between shallow and extensive shoals in Amurskiy Liman to the Tatar Strait (see Sector 8).

Caution.—The direction of the fairway is constantly changing and vessels using the channel should sound continuously.

The coast which lies NE of Mys Tamlevo consists of low sandy beach lacking distinctive features and backed by gentle slopes of fairly distant hills thickly covered with woods. This entire section of the coast between Mys Tamlevo and Mys Chauno, about 20 miles NE, is comparatively densely populated and studded with small settlements and well equipped fisheries.

Zaliv Baykal, an extensive but shallow bay, is entered between **Mys Chauno** (53°33'N., 142°15'E.) and **Mys Vkhodnoy**, 11 miles NE. **Mys Vkhodnoy** (53°40'N., 142°29'E.), on the NW coast of Sakhalin, is the E entrance point of Zaliv Baykal, which is divided in its outer part by Ostrov Ush, a low and sandy island. The Western Channel to the bay between the W end of Ostrov Ush and the mainland has a least charted depth 3.4m, but being unmarked and of a shifting nature it can only be used with local knowledge and considerable caution. The Eastern Channel is described with the Port of Moskal'vo.

Moskal'vo (53°34'N., 142°30'E.)

World Port Index No. 61060

7.9 The port of Moskal'vo, situated on the NW coast of Sakhalin, about 2 miles SE of the E extremity of Ostrov Ush, is entered via the Eastern Channel to Zaliv Baykal. Primarily engaged in the export of oil piped in from the Okha Oil Fields, Moskal'vo is equipped with several dry cargo and oil berths and has facilities for barging cargo to the outer anchorage.

Winds—Weather.—The best months are June, July, and August when winds are not severe and fog is minimal. In autumn NW winds often reach hurricane force and are dangerous for vessels alongside the wharves.

Ice.—Ice appears in the latter part of October or early November and almost immediately interferes with navigation and loading operations. By the middle of November ice floes are being carried in and out by the tidal currents and generally prevent approach to the port. Navigation usually ceases by late October and the port remains closed until early June.

Tides—Currents.—The mean tidal rise at Moskal'vo is 1.4m. The mean tropical rise is 2.3m. The tidal currents attain a velocity of 3.7 knots. The flood sets S and the ebb N.

Depths—Limitations.—A least depth of 7m has been reported in the approach, deepening to 19.5m just within the E end of Ostrov Ush. Four T-shaped wharves provide 100 to 130m of berthing space. Depths of 7.6 to 7.9m are available

alongside the wharves and ocean vessels to 7,000 dwt have been reported alongside.

Aspect.—Moskal'vo Lighted Buoy is moored in 11m, about 3.7 miles WNW of Mys Vkhodnoy. It has been reported to be radar conspicuous. The channel to Mys Skoblikova is marked by buoys. A radiobeacon is situated on the E side of Eastern Channel.

Pilotage.—Pilotage is compulsory. Pilots are stationed here during the navigational season and take vessels in during daylight, and also at night if the visibility is fair. A pilot will meet an incoming vessel in the vicinity of Moskal'vo Lighted Buoy, providing advance arrangements have been made and permission to enter has been granted.

Anchorage.—Temporary anchorage can be taken in a depth of 9m, 0.3 mile S of Moskal'vo Lighted Buoy, or in 13m, sand, 0.3 mile N of the same buoy. Large vessels unable to enter the harbor have taken anchorage here and loaded from barges, however, the area is untenable in strong NW winds.

Anchorage, at the discretion of the harbormaster, is available in the harbor, NW of the piers in 11 to 18m, mud.

7.10 Mys Priglubyi (53°41'N., 142°36'E.), the N entrance point of Zaliv Pomr', is the S extremity of a low sandy spit-like projection of the coast which is about 10 miles long and separates Zaliv Pomr' from Sakhalinskiy Zaliv. Zaliv Pomr', a fairly extensive but shoal bay is entered by a narrow channel with depths of 4 to 13m, commencing about 4 miles W of Mys Priglubyi; because of extensive shoaling and the intricate nature of this channel, local knowledge is necessary.

The coast about 11 miles N of Mys Priglubyi becomes more mountainous and rocky and is generally more steep-to.

Gora Espenberga (54°09'N., 142°29'E.), the most conspicuous mountain near the shores of Sakhalinskiy Zaliv, rises to a height of 520m and appears somewhat peaked from the SW.

Mys Marii (54°19'N., 142°16'E.), the NW extremity of Sakhalin and the E entrance point of Sakhalinskiy Zaliv, is marked by a light and is the outer end of a mountainous peninsula which slopes down to the coast in a series of steep precipices separated by broad terraces running parallel to the shore. The cape is fringed with drying reefs that extend up to 0.5 mile offshore.

Gora Gresa, 280m high, lies 1.2 miles SE of Mys Marii and slopes down to the coast in a series of precipices separated by broad terraces. This characteristic prevents any confusion between Mys Marii and other headlands.

Tides—Currents.—Tidal currents in the vicinity of Mys Marii attain a rate of 3 to 3.5 knots. The E current is stronger and of longer duration than the W current.

Caution.—Heavy seas are raised in the vicinity of Mys Marii during strong N and W winds.

Sakhalin—North Coast

Severnny Zaliv, entered between Mys Marii and Mys Yelizavety, about 17 miles ENE, comprises the entire N coast of Sakhalin and provides shelter from strong S winds occasionally felt here in the summer. A low, sandy beach in the center of the bay rises to higher land at each of its entrance

points. Two lakes back the sandy beach. The entrance to Zaliv Kuegda lies 6.7 miles SSW of Mys Yelizavety.

Ice.—Small ice floes generally remain until the end of June or early July, but in a particularly severe year the bay may be packed with ice even in late August. Strong N winds bring heavy amounts of ice into the bay during the season and vessels within should be prepared to leave before they are driven ashore.

Anchorage.—Anchorage can be taken off the entrance to Zaliv Kuegda in 9 to 10m, sand and mud, good holding ground, about 0.5 mile offshore. Anchorage can be taken elsewhere in the bight, but not within 0.7 mile of the shore.

Sakhalin—East Coast

7.11 Mys Yelizavety (54°25'N., 142°42'E.), the N point of Sakhalin and the E entrance point of Severnyy Zaliv, is the extremity of a conspicuous and steep mountainous promontory which slopes somewhat in its N part, but with precipitous cliffs on its E and W shores. A light and radiobeacon are situated on Mys Yelizavety.

Winds—Weather.—Mys Yelizavety lies on a divisional line of two areas of perceptibly different temperatures of water and air. The warmer and colder areas appear to extend respectively W and E from the cape and it has been noted that when dense protracted fog completely envelopes the point, it is often clear not farther than 2 or 3 miles to the W.

The S and N winds alternate off the E side of Sakhalin from April until the end of September, but from October until May the N winds are prevalent.

Tides—Currents.—In the vicinity of Mys Yelizavety a constant current, consisting principally of comparatively warm waters of the Amur, sets E at about 1.5 knots. This current is generally increased to 3 knots by the ebb and overcome by the flood.

Mys Levenshterna (54°05'N., 143°00'E.) about 23 miles SSE of Mys Yelizavety, is a rounded rugged point with sloping gray cliffs along its shoreline. The coast between Mys Yelizavety and Mys Levenshterna is high and craggy with numerous breaking rocks just offshore, but with generally deep water about 0.5 mile seaward, necessitating caution in fog, especially near Mys Levenshterna, where there are depths of 36m only 90m from danger.

Gora Tri Brata, a conspicuous mountain group composed of three peaks disposed in a N-S direction, lies with its highest elevation, 708m at the N end of the group, about 5 miles W of Mys Levenshterna.

The coast from Mys Levenshterna trends SW for about 9 miles gradually becoming less elevated and giving way to yellow sandy bluffs decreasing in height markedly towards the entrance of Zaliv Tropto. Farther to the S the shore is low and sandy, backed by sand hills, and indented by several lagoons occasionally used by boats. There are some fishing stations along this stretch of the coast which are usually situated near the mouths of the inlets.

7.12 Okha (53°34'N., 143°03'E.) ([World Port Index No. 60860](#)) which is served by Reydu Urkt, is situated on the shores of Zaliv Urkt on the E coast of Sakhalin. The buildings and tanks of the oil company are situated on the spit on the N side

of the entrance to Zaliv Urkt and are connected to the oil fields at Okha by pipelines. Three submerged pipelines extend about 0.7 mile offshore into the roadstead and are marked at their seaward ends by mooring buoys.

Anchorage.—Anchorage may be taken with local knowledge off Reydu Urkt in a depth of 22m, sand, with the S oil tank bearing 260°, distant 1.4 miles. A signal station is situated on the S end of the N spit to communicate with vessels in the roadstead.

Tidal currents at the anchorage are weak.

Anchorage is prohibited E of the town in the vicinity of the oil berths. The limits of the prohibited anchorage area are marked by two sets of range beacons situated on the N spit in line bearing 259° and 291°, respectively.

Caution.—A submarine cable extends seaward from a point on the coast about 5 miles S of Okha and may best be seen on the chart.

Gora Sakharnaya Golova, a conspicuous conical peak located about 3 miles SSW of the entrance to Zaliv Urkt, is about 96m high and forms a good mark in the approach to Okha.



Gora Sakharnaya Golova from SE, distant 6 miles

The coast to the S of Reydu Urkt remains uniform and is generally backed by sand cliffs or dunes. Several lagoons with boat channels are joined to the sea by an occasional inlet cut through this part of the coast; the largest, Zaliv Pil'tun, extends about 30 miles within the beach spit to the town of Pil'tun.

Pil'tun (52°51'N., 143°18'E.), a small settlement situated close within the coastal spit, marks the inlet to Zaliv Pil'tun and also Reydu Pil'tun, an open roadstead to seaward where vessels occasionally take anchorage, in fair holding ground, about 3 or 4 miles seaward of a barrel buoy situated 1.5 miles offshore. The inlet, with depths of 2.4 to 2.7m over the bar, is used during the navigational season by boats proceeding to the fishing stations within; the light tower and settlement buildings nearly in line with the inlet are conspicuous from offshore. A radiobeacon is situated in the vicinity of the light.

The coast to the S of Pil'tun is low, unindented, and composed of sand and shingle. It trends S and then SSW for about 32 miles to Mys Ayyash at the entrance to Zaliv Chayvo, and is generally backed by salt lakes and drying lagoons.

Gora Vaya, 357m high and located about 16 miles NW of Mys Ayyash, is fairly conspicuous and makes a good landmark on clear days.

Zaliv Chayvo is connected to the sea by Proliv Kleye, a channel nearly 0.5 mile in width, but obstructed by a bar with a maximum depth of 2.1m. Within the bay the depths are generally shallow and numerous islands encumber the whole area. The settlement of Chayvo, with a fishing station and a small pier, is situated on the N spit just within the entrance.

It was reported that a radiobeacon was situated in the vicinity of the entrance to Zaliv Chayvo.

Anchorage.—Vessels with local knowledge can obtain anchorage off the entrance to Zaliv Chayvo in about 14m, good holding ground. The bay freezes in the latter part of December and is generally clear late in May.

Caution.—Vessels approaching Reyd Chayvo should take care to avoid a 3.6m shoal, the position of which is doubtful, charted about 10 miles SE of Mys Ayyash.

7.13 Zaliv Nyyskiy (51°58'N., 143°11'E.), 22 miles S of Zaliv Chayvo, is entered between Mys Komarova and Mys Age via Proliv Anuchina, the channel of which is obstructed by a bar with a depth of about 3.3m. Within the bay has general depths of 2.7 to 6.4m with the main channel running along the W side of Kosa Plastum, the S spit, for about 3 miles to the pier at Nyvvo. From Nyvvo the channel continues to Reka Tym, which enters Zaliv Nyyskiy at its SW end.

Nyvvo Radiobeacon (51°57'N., 143°08'E.) transmits from the mainland coast on the W side of Zaliv Nyyskiy.

Reka Tym, the largest river in Sakhalin, lies with its mouth at the S end of Zaliv Nyyskiy and has depths of 4.6 to 5.5m for about 9 miles.

The port of Nogliki, about 4 miles up Reka Tym, is buoyed during the navigational season. Vessels having drafts of up to 4m may be taken out with the aid of local pilots.

Gora Butakova, 335m high, is conspicuous in the approach to Zaliv Nyyskiy, and from the E is seen rising abruptly N of the entrance.

Tides—Currents.—Tidal currents in the entrance to Zaliv Nyyskiy have rates of 3 to 3.5 knots, the ebb being slightly stronger and more prolonged.

Anchorage.—Anchorage may be obtained off the entrance to Zaliv Nyyskiy in a depth of 13m. The holding ground here is good. Local knowledge is necessary.

Zaliv Nabil'skiy (51°44'N., 143°19'E.), entered 14.5 miles SSE of Zaliv Nyyskiy, is a shallow lagoon into which several rivers flow. It is entered via Proliv Aslanbekova, a narrow channel between two spits. Although there are depths of up to 7m in the channel, a bar at the entrance with a least depth of 0.9m controls the bay.

A conspicuous oil tank stands on the W shore of the entrance. An oil company settlement with several buildings and a small pier is situated nearby.

Anchorage.—Good anchorage, from May to August, can be taken in Reyd Nabil'skiy in depths of 11 to 18m, sand. Local knowledge is necessary. Cargo is handled by lighters during

the summer months, but after August the seas usually become too rough for operations.

The coast to the S of Zaliv Nabil'skiy becomes less indented and is backed, with the exception of Zaliv Lun'skiy, by wooded and sloping mountains about 8 miles inland. Several rivers enter the sea along this shore and generally small settlements are situated near their mouths.

Mys Delil'-de-lya-Kroyera (50°48'N., 143°41'E.), the N point of a coastal mountainous prominence which rises to 744m near its center, is a slightly projecting point which is not easily discernible from the entire prominence until fairly close in. The shore along this section of the coast from the point to Mys Ratmanova, about 9 miles to the S, is strewn with above and below-water rocks, which in some cases lie up to 1 mile offshore.

Mys Ratmanova, the S end of the above prominence, is also indiscernible from a distance, but when close in it can be seen as a slight projection with several off-lying rocks. Vessels proceeding along this section of the coast in fog should not navigate in depths of less than 27m.

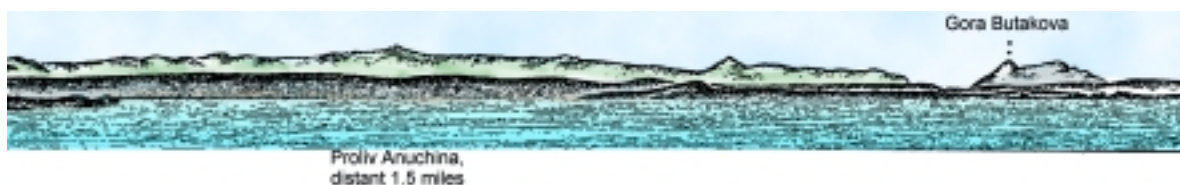
South of Mys Ratmanova the coast is backed by mountainous spurs which parallel the shore at 3 to 4 miles and are covered with thick forest. Sloping toward the sea they terminate in grayish-yellow precipitous bluffs skirted on their seaward side by a low beach of variable width. Several rivers enter the sea along this part of the coast, but they can only be entered by boats.

7.14 Mys Nizkiy (50°01'N., 144°00'E.), a rounded projection which is low and sandy, is located near the S extremity of a long sandy and ill-defined coast. A sandy shoal extends 0.5 mile SE from the cape and is usually marked by conspicuous breakers.

Ennai (Matsumura) Gawa flows E from a considerable distance inland and discharges into the sea about 2 miles SSW of Mys Nizkiy. It is a fairly wide river, but its mouth is shallow and impassable. Fishing villages are situated along the shore up to 4 miles S of the river entrance and a canning factory is situated near the town of Asase, about 2 miles to the S.

Anchorage.—Vessels with local knowledge can take anchorage about 1 mile SE of the entrance of the Ennai Gawa in a depth of 10m, good holding ground, and about 1 mile offshore near the Asase canning factory.

Caution.—Caution is necessary in the approach as a 5.4m detached shoal, the position of which is doubtful, lies about 0.5 mile S of the anchorage.



Approach to Zaliv Nyyskiy

Gora Fureto, a conspicuous black mountain, rises to an elevation of 1,040m about 24 miles WSW of Mys Nizkiy and Rymnik. A sharp pointed peak rises to a height of 1,020m about 8 miles ESE of Gora Fureto.

The coast for 5 miles S of Mys Nizkiy consists of steep yellowish-brown cliffs, then becomes a sandy beach until Mys Funatomari.

Mys Funatomari (49°45'N., 144°08'E.), the seaward face of which is low and sandy, lies about 18 miles SSE of Mys Nizkiy, but is not easily identified. A black rock, 1m high, lies 0.7 mile S of the point. Coastal elevations of about 335m generally back the point, but a more conspicuous mountain of about 460m rises 4 miles to the SSW.

From approximately 2 miles S of Mys Funatomari the shore rises vertically from the sea in a conspicuous wall-like formation of light-brown cliffs which extends for about 6 miles before again dropping to a low sandy and swampy coastal region.

Mys Bellingsgauzena (49°30'N., 144°15'E.), 15 miles SSE of Mys Funatomari, is the most prominent feature on this part of the coast. It is precipitous on its E side, but has a treeless plateau near its S extremity. An oddly shaped black rock, discernible near the outer end of the cape from a distance of about 4 miles, appears from a distance like the entrance to a cave. A light is shown from the point.

The vertical cliffs on the SE side of Mys Bellingsgauzena and those extending for about 3 miles to the S of the cape are very conspicuous and can be seen for a considerable distance.

Winds—Weather.—There is comparatively little fog along this stretch of coast before the middle of June, but thick fog is frequent through the latter part of June and until September. Fog is more frequent with N or S winds, but after the middle of September there are continuous W winds and fog occurs rarely.

Tides—Currents.—The cold current from the NW part of the Sea of Okhotsk flows S along the E side of Sakhalin, approaching the coast closest in the vicinity of Mys Bellingsgauzena and apparently receding in a SE direction S of the cape. The flow of this current is often affected by the wind and may attain a velocity of 2.2 knots.

7.15 Mys Popova (49°03'N., 144°24'E.), a low point at the S end of the coastal range on the E side of Sakhalin lying about 27.5 miles S of Mys Bellingsgauzena, is backed by a treeless plateau which lies at the foot of the sloping mountains. A 351m peak rises 7 miles NNW of the point and is conspicuous.

Poluostrov Terpeniya, a long slender peninsula extending 29 miles SSE of Mys Popova, is joined to Sakhalin by a narrow sandy neck of land which is nearly severed by a small lagoon. The peninsula rises to a height of 206m near its center, with a flat wooded summit, but a sharp and conspicuous peak of 156m lies 1.7 miles SE. The latter peak is usually more readily identified than the former, especially when seen from the W. Several freshwater lakes are reported to exist within Polustrov Terpeniya. One of the largest lakes is located just W of Mys Povorotnyy, the NE extremity of the peninsula.

Mys Povorotnyy (48°51'N., 144°42'E.) is 35m high, steep, and thickly wooded. It is also fringed with rocks over which the sea usually breaks.

Skala Ronku (48°56'N., 144°36'E.), a detached sharp conical rock 17m high, lies close offshore, 6 miles NW of Mys Povorotnyy. It is prominent and is the only good landmark in the vicinity.

Skala Shiro, a prominent white rock, 11m high, lies on the edge of the coastal reef, 1.7 miles NW of Skala Ronku.

A rock, with a least depth of 4.9m, lies 3.5 miles NW of Skala Shiro and 1.3 miles offshore. Another rock, with a depth of 7.3m, lies 1.8 miles farther NW and 1 mile offshore.

Mys Yoman (48°46'N., 144°42'E.) is 35m high, steep, and covered with shrubs. It is fringed with rocks over which the sea usually breaks.

When viewed from the N in thick weather, both Mys Yoman and Mys Povorotnyy may easily be mistaken for Mys Terpeniya, which they closely resemble.

Mys Terpeniya (48°38'N., 144°45'E.), the S extremity of Poluostrov Terpeniya, consists of a steep cliff rising at the end of a barren plateau with a height of about 34m. Although conspicuous from close in, the point is difficult to distinguish from the offing as the coast for about 10 miles to the N is low with occasional hills, most of which can confuse the observer as to the actual extremity. Skala Utinaya, a detached rocky islet, lies close E of the point and is conspicuous from the N and S. A light is shown on the NE extremity of Mys Terpeniya and a radiobeacon is situated at the light.



Mys Terpeniya from S

Caution.—Shoal ground extends about 11.5 miles SSW from Mys Terpeniya. A shoal, having a depth of 11.6m, lies 15 miles SSW of the same point. Ships are advised to give the point a wide berth.

Ostrov Tyuleniy, a flat barren islet, 16m high, lies about 10 miles SSW of Mys Terpeniya and has a flagstaff and several small buildings on its NW side. Reef surrounds the islet in all directions and up to 1.5 miles to the NE where Kamen' Sivuchiy, a large rock, is located.

In addition to the reefs surrounding Ostrov Tyuleniy, a shoal area with a least known depth of 3.2m lies about 6 miles SSW of Mys Terpeniya. An obstruction lies NE of this area and several reefs are located between the shoal and Mys Georgiya to the N. A channel, with a least depth of 9.1m and available with local knowledge, lies between Kamen' Sivuchiy and the 3.2m shoal.

Caution.—A restricted area, the limits of which are shown on the chart, surrounds Mys Terpeniya and extends up to 40 miles SE of the point. This area should be avoided by vessels over 1,000 grt carrying oil or hazardous cargoes in the interest of conservation of unique wildlife as well as inadequate surveys.

Zaliv Terpeniya

7.16 Zaliv Terpeniya extends to the N and lies between Mys Terpeniya and Mys Soymonova, about 72 miles WSW. The gulf is open to the S and the bottom is partly rock and mud.

Winds—Weather.—Fog usually does not occur in Zaliv Terpeniya after September, but is very frequent in May, June, and July.

Ice.—The N shore of Zaliv Terpeniya experiences severe weather and fast ice begins to form in December. By January the ice is 0.9m thick and may extend up to 20 miles offshore. Break up begins in March, but drifting floes make navigation difficult until early June.

Caution.—Along the coasts of Zaliv Terpeniya fishing nets may extend seaward up to 10 miles. Approach to the anchorages and harbors should be made via the designated fairways.

Mys Georgiya (Entomo Misaki) (48°38'N., 144°40'E.), the SW extremity of Poluostrov Terpeniya, lies about 3 miles W of Mys Terpeniya but is lower and surrounded with rocks. The point is difficult to identify from a distance, but there is a prominent red cliff about 0.5 mile to the E which can be seen from the S. When viewed from the W, Mys Terpeniya can be seen rising above Mys Georgiya.

Mys Obshirnyy (Harato Misaki), about 4 miles NNW of Mys Georgiya, projects from the coast with a height of 16m before rising to a hill close to the N.

The W side of Poluostrov Terpeniya appears from the offing much as the E side, with the higher elevations near its center. A conspicuous red cliff can be seen closer in, about 5 miles N of Mys Obshirnyy, but generally the coast is sloping and rocky.

Mys Pyata (Chiga) (49°02'N., 144°20'E.), located on the E side of Zaliv Terpeniya at the end of Poluostrov Terpeniya, is the SW end of a wooded plateau and is conspicuous from the NW. The coast to the NW is sloping and rocky, but becomes a sheer cliff, rising from the sea for approximately 3 miles along the shore, commencing about 9 miles from the point. The land W of the cliffs gradually becomes lower and wooded with smooth sandy beaches. A reef, with a least depth of 3.6m, extends 1 mile SSE from the point.

Anchorage.—Vessels with local knowledge can take anchorage in 9 to 13m, sand and rock, in the coastal bights on either side of Mys Pyata.

Ozero Nevskoye, a large brackish lake on the N shore of Zaliv Terpeniya, is entered through a long shallow channel about 5 miles W of the village of Promyslovaya. Although only small boats can enter the channel, the lake is a source of fresh water during the spring and after heavy rains.

7.17 Reyd Poronaysk (49°14'N., 143°08'E.) ([World Port Index No. 60880](#)), the NW part of Zaliv Terpeniya, is the roadstead of Poronaysk, formerly known as Shikuka. Poronaysk is considered to be the best port on the E coast of Sakhalin. The roadstead is generally closed by ice from late December until early April, with considerable amounts of drift ice up to the middle of June. When proceeding to the roadstead, the lowlands near Ozero Nevskoye at the head of the

bay contrast sharply with the mountains NW of the port and assist in the approach to the anchorage.

Depths—Limitations.—The port which lies on the W bank of the river, is entered over a shallow bar. Within the harbor there is about 610m of quayage, with depths of 2.7 to 4.6m alongside. Shallow draft tugs and barges can be accommodated. Piers and quays are reported also to lie farther up the river.

Only small vessels with a draft of up to 2.5m may enter the harbor with the permission of the Port Controller.

Aspect.—Gora Betsukowashi, the highest mountain near this part of the coast rises to a height of 621m about 15 miles SW of Poronaysk, and with its three-peaked summit is fairly conspicuous.

A light is shown from the W side of the mouth of Reka Poronay. A radiobeacon transmits from the light.

Two conspicuous masts stand about 2.5 miles SW of the river mouth.

Leading lights, in line bearing 307°45', situated on the W side of the river entrance, lead over the bar to the harbor.

Pilotage.—There are no pilots available. The port can be contacted by radiotelephone and VHF. In conditions of reduced visibility, radar pilotage for entry is provided.

Regulations.—Vessels are required to enter and depart via a designated danger-free fairway which is indicated on the chart. The fairway is 1 mile wide. The authorities recommend that the fairway should not be entered until the position of the vessels has been closely determined.

Speed within the harbor is limited to 5 knots.

Anchorage.—Anchorage may be obtained 1.2 miles SE of the river mouth in depths of 8 to 10m, sand, good holding ground. Anchorage is prohibited, except by permission, in any other area.

Caution.—Depths over the bar are continuously changing and no attempt should be made to cross it without local knowledge.

The coast W of Poronaysk continues low for about 10 miles, but is backed by higher land a few miles inland. Gora Vozvrashcheniye (Skikuka), the highest peak in the vicinity, rises to a height of 1,332m about 22 miles WNW of Poronaysk, but is not often clearly visible.

Mys Polyakova, 9 miles SW of Poronaysk, is a rocky point at the mouth of Reka Gastello. There is a prominent red cliff near the river entrance.

Mys Goryanskiy (48°58'N., 142°59'E.) is a wooded point with a steep cliff close S of it, located about 8 miles S of Mys Polyakova. A light is shown from the point.

Sakhalin—Southeast Coast

7.18 Mys Soymonova (48°56'N., 142°59'E.), a low sandy cape, is the W entrance point of Zaliv Terpeniya and the E projection of land immediately S of Poronaysk. Mys Soymonova lies about 2.5 miles S of Mys Goryanskiy, with a conspicuous hill, 129m high, located between. This hill, because of its rounded nature and higher land, is often mistaken for Mys Soymonova and is most prominent when viewed from the SE. The village of Novoye, with several fishing stations, lies about 2 miles S of Mys Nituy.

Gora Druzheskaya, a very conspicuous sharp-peaked mountain, rises about 9 mile WSW of Mys Soymonova and is the highest summit in this area.

Makarov (48°38'N., 142°47'E.) ([World Port Index No. 60890](#)) is situated on the SE coast of Sakhalin about 20 miles SSW of Mys Soymonova. The port, formerly known as Shiritori, is an open roadstead serviced by barge and tug facilities. The town, which is generally situated on the S side of Reka Makarova, can be identified by the position of Gora Makarova, a 710m, prominent, sharp, black peak about 3 miles NW. A 101m factory chimney on the N bank of the mouth of the river is also a good mark when closer in.

Depths—Limitations.—Vessels are required to approach Makarov in the designated danger-free fairway, oriented 290°30'-110°30', which may best be seen on the chart. The fairway is 1 mile wide.

Anchorage.—Anchorage, reported to be a poor holding ground of rock, may be taken in 11 to 13m, SW of the river mouth. Vessels should not attempt to enter until their positions have been closely determined and verified by all available means.

Caution.—Caution is necessary by vessels anchored in the roadstead after sunset, as the land breezes are funneled through the valley of Reka Makarov and emerge as a very strong offshore wind lasting up to 6 hours.

The coast to the S of Makarov is generally sandy and of uniform depth until 11 miles to the SSW it becomes high and cliffy with huge piled up boulders at Mys Klokova (Higashi Horonaibo Misaki). The shore is backed closely by a mountainous interior along its entire length, gradually decreasing on the approach to Mys Dal'rimplya, about 19 miles from Makarov.

Gora Klokova, with a height of 865m, rises about 1.5 miles W of Mys Klokova and is a good mark from offshore, being the highest peak in the vicinity. This mountain and the ones nearby are covered with stunted pine trees, but from a distance appear barren.

7.19 Reyd Vostochnyy (48°17'N., 142°38'E.) ([World Port Index No. 60900](#)), previously known as Motodomari, is an open roadstead served by a small harbor. There are two gaps in the coastal reef off the town. The N and larger, with a width of about 0.2 mile, is the most used and leads to a small craft harbor within.

Aspect.—Gora Vostochnyy, 275m high, is located about 0.8 mile SW of the town and having a blunt summit rising above the lower hills, makes a good mark in the approach to the port.

Anchorage.—Anchorage with good holding ground can be taken about 1.3 miles E of the N entrance to Vostochnyy in 15m, sand. Storm signals are shown at the town. The anchorage is untenable in strong E winds.

This anchorage port should not be confused with the Port of Vostochnyy (42°44'N., 133°03'E.) ([see Sector 9](#)).

Caution.—A submerged well (48°15'N., 143°04'E.) lies 16 miles offshore, E of Reyd Vostochnyy.

The coast extending S from Vostochnyy is generally precipitous with shoal patches lying up to 1 mile offshore.

About 10 miles S of Vostochnyy, the land backing the coast commences to rise rapidly, culminating in Gora Zhdanko (Tosso Yama), a steep mountain peak with a height of 682m. **Mys Tikhyy** (Chikaporo), a near vertical coastal cliff about 3 miles SSE of the above peak, is easily identified from seaward by its light yellow color. A white rock, 29m high, lies about 0.5 mile SW of the cliff.

Reyd Vzmar'ye (Shirauro) (47°52'N., 142°32'E.), situated close S of Mys Mulovskogo, is an open roadstead served by a small boat harbor. The approaches to the harbor are encumbered with reefs and shoals, but a channel, marked by a conical buoy, leads in from about 0.5 mile SW of the small boat harbor.

Anchorage.—Anchorage can be taken by small local vessels between the shoals about 1 mile offshore in a depth of 11m, sand, in poor holding ground.

The coast to the S of Mys Mulovskogo is mostly smooth and sandy, generally sloping upward to the mountains about 5 miles inland. Reka Otasamu, a wide mountain river, enters the sea about 13 miles SSE of Mys Mulovskogo and is accessible to boats at half tide. The village of Firsovo is situated close N of the river entrance and has a post office.

Gora Otasamu, which rises to 924m about 8 miles W of the mouth of Reka Otasamu, is conspicuous from offshore because of its height and symmetrical shape.

Reyd Starodubskoye (47°25'N., 142°50'E.) ([World Port Index No. 60910](#)) consists of an open roadstead served by a small craft harbor protected by two breakwaters. The harbor is approached through an opening in the coastal reef, the navigation of which requires local knowledge. Vessels approaching the roadstead from the E can identify the approximate position of the port by the lowlands to the NW and the mountainous headlands to the SE.

Tides—Currents.—Tidal currents seldom exceed 0.5 knot. The roadstead is frozen in December. The ice begins to break up in April and the roadstead is entirely clear by June.

Anchorage.—Anchorage can be taken about 1 mile off the town in a depth of 11m, sand, with fairly good holding, but it is available only in good weather or with offshore winds. The rest of the time it is rendered useless by heavy swell.

7.20 Mys Senyavina (Ochibu Misaki) (47°21'N., 142°56'E.), a grass-covered headland, 50m high, extends slightly from the coast about 6 miles SE of Starodubskoye. The coast for about 6 miles NW and 7 miles SE of the point is very foul and should not be approached, even by boats, except with local knowledge.

A mountainous ridge rises from about 3 miles WSW of Mys Senyavina and extends S along the coast for about 30 miles, culminating near its S end in two high peaks, the northern of which, known as Gora Shinosusuya, being 1,048m high is very conspicuous.

Mys Gimau (Higashi Konotoro Misaki), located about 14 miles SSE of Mys Senyavina, consists of steep cliffs dropping in most places nearly vertically to the sea. To the S of the point, the shore becomes more sloping with sandy beach in this vicinity, but the land backing the coast is rugged and mountainous with some on the highest elevations directly W of Mys Gimau.

Mys Tunaycha (Tonnai Misaki) (46°52'N., 143°09'E.), lying 17 miles SSE of Mys Gimau, is a conspicuous red cliffy cape which rises from the surrounding lowlands. It has a wooded summit that is more often clearly seen when the higher hills in the vicinity are obscured. The entire cape is fringed with reefs, parts of which dry, and shoals extend outward for about 0.8 mile from the shore especially in the NE direction. Ozero Tunaycha, one of the largest fresh water lakes on Sakhalin, is located within the shore S of Mys Tunaycha and is entered by a narrow channel, dry in parts, located immediately E of the cape. Although the water is generally brackish during the dry season, with the onset of heavy rains when there is a constant outward flow, the lake is nearly fresh. Ozero Izmenchivoye, a smaller lake, is located W of the cape and is connected to the sea by a narrow channel with a depth of 0.3m.

Zaliv Mordvinova (Tonnai Hakuchi), a bight in the coast between Mys Tunaycha and Mys Svobodnyy, about 12 miles E, is one of the best anchorages in the SE part of Sakhalin. The E side of the roadstead is mostly sandy, but it is fringed by rocks. The S shore of the roadstead is a sandy beach. There are several fishing villages, but they are inhabited only during the season. A radiobeacon is situated 4 miles SE of Mys Tunaycha.

Several conspicuous red cliffs rise about 0.3 mile SE of Mys Tunaycha and make a good mark when approaching this part of the coast. There is also a conspicuous chimney which stands N of the village of Okhotskoye (Tonnai), situated about 1 mile S of the cape.

Anchorage.—The best anchorage is situated about 1 mile E of Mys Tunaycha in a depth of 13m, mud and sand. There is a small harbor for boats at Okhotskoye, which is entered about 0.6 mile SSE of the cape.

7.21 Mys Svobodnyy (Airo Misaki) (46°51'N., 143°26'E.), a steep cliffy and densely wooded cape, is prominent to vessels approaching from the E. The point is surrounded by submerged rocks, covered with seaweed, which extend out for about 0.3 mile in the N and W directions. A conspicuous red landslide scar marks the NW side of the cape and a red hill, which forms a good mark from the E part of Zaliv Mordvinova, rises about 1.2 miles S of the cape. A light is shown on Mys Svobodnyy.

Tides—Currents.—Tidal currents in the anchorage set SE on the flood and N on the ebb, both at a rate of 0.3 knot.

Anchorage.—Good anchorage may be obtained 1.7 miles SW of Mys Svobodnyy and 0.6 mile offshore in a depth of 10m, fine sand. There are depths of 9 to 18m in the roadstead, shoaling gradually to 5m about 0.3 mile from the E shore, and 0.6 mile from the S shore. Fishing nets may be found in this vicinity.

Caution.—Vessels should not approach within 1 mile of Mys Svobodnyy.

The coast to the S of Mys Svobodnyy is only slightly indented and consists of steep cliffs with numerous rocks close offshore. A densely wooded mountain range, the peaks of which are usually covered with snow as late as May, parallels the coast close inland.

Mys Zheleznyy (Oyakuchi Misaki), a slight projection of the coast about 9 miles SSE of Mys Svobodnyy, is thickly wooded and provides shelter for summer anchorage.

Gora Ayurup (Airo), rising to a height of 505m, is located about 1.7 miles W of Mys Zheleznyy. An unnamed peak, particularly conspicuous from the N, but not easily identified from the S, has a sharp triangular summit rising to a height of 490m about 0.5 mile SE of Gora Ayurup.

Mys Velikan, a slightly pointed projection of the coast about 5.5 miles S of Mys Zheleznyy, can be identified by a hill rising about 0.6 mile WSW of the point and a precipitous cliff with a flat summit about 0.5 mile NW. To the S of the point, the coast becomes more rocky with numerous drying patches up to 0.5 mile offshore and although the terrain backing the shore is still high, it becomes more rolling with deeper valleys between the peaks.

Mys Levenorna (46°24'N., 143°36'E.), the E point of Poluostrov Tonin-Anivskiy, lies about 15.5 miles S of Mys Velikan. It is also the SE extremity of a steep rocky promontory which is conspicuous from the N and S because of its sheer and vertical appearance at the seaward end. The point is backed by hills about 192m high before the terrain rises to the coastal chain.

Gora Mayachnaya, a conspicuous conical peak, rises to a height of 425m about 5 miles NW of Mys Levenorna and forms a good mark for vessels approaching Reyd Menaputsy, which provides a sheltered anchorage in W winds, lying W and within the point.

Ozero Ptich'ye, located within a narrow neck of land at the head of Reyd Menaputsy, is entered by a small and shallow channel which can be navigated by boats after heavy rains.

Tides—Currents.—Tidal currents off Mys Levenorna set ENE on the flood current at 0.5 knot and S on the ebb current at 0.8 knot.

Caution.—An area within which anchoring, fishing, and underwater explosions are prohibited, extends 15 miles NE of Mys Levenorna and may best be seen on the chart.

7.22 Mys Yevstafiya (46°18'N., 143°34'E.), located about 5 miles SW of Mys Levenorna, is a precipitous cliffy promontory, 50m high, covered with grass and connected to the mainland by a low isthmus. The point is inconspicuous except from a short distance offshore. The cape is surrounded by foul ground, much of which uncovers, and a rock with a height of 4.6m lies close off the E extremity. Reyd Yevstafiya, located in a bight SW of the cape, affords anchorage in W winds, but great care must be taken to avoid the shoal ground in its N part.

Mys Aniva (46°01'N., 143°25'E.), the S extremity of Poluostrov Tonin Anivskiy and the E entrance point of Zaliv Aniva, lies 17 miles SSW of Mys Yevstafiya. It is a conspicuous tapering headland, the extremity of which consists of steep bare cliffs and jagged summits. Close N of the cape is a saddle-backed depression, the S end of which is formed by a red hill. About 1 mile farther N is a prominent conical peak, 408m high.

Skala Gojo, a white rock close S of Mys Aniva and from which Mys Aniva Light is shown, is 14m high, with some smaller rocks close S of it. The rock shows up well from the W or E. Herds of walrus frequent these rocks and the noise of their roaring can be heard from a distance of 2 to 3 miles. A radiobeacon is situated at the light.



Mys Aniva from NW, distant 8 miles

Gora Sakharnaya, a sharp, tree-covered peak attaining a height of 667m, rises about 4 miles N of Mys Aniva and is the highest and most prominent mountain on Poluostrov Tonin-Anivskiy. Another peak, lower but sharper, is located close S of Gora Sakharnaya and when viewed from this direction sometimes appears more prominent.

Caution.—An explosives dumping ground area, the limits of which are shown on the chart, lies about 33 miles E of Mys Aniva.

An IMO-adopted traffic separation scheme is situated S of Mys Aniva and may best be seen on the chart.

Zaliv Aniva

7.23 The E shore of Zaliv Aniva, which in the vicinity of Mys Aniva is high and steep with numerous landslide scars, gradually loses the steepness of its seaward slope as it trends N for about 14 miles to Yuzhnoye. Mys Slyuda, a black rocky headland with waterfalls on each side, is located about 5 miles N of Mys Aniva and can be seen for some distance.

Gora Tonobori (46°13'N., 143°27'E.), a conspicuous double peaked mountain rising to a height of 536m, is located about 1 mile inland and is a good landmark from all directions. About 2.5 miles SW of the mountain there is a remarkable outcrop of pure white marble that resembles an islet. From the N it has been mistaken for a ship, but from W it appears conical.

The coast to the N of Yuzhnoye, although still rugged, is considerably lower than the area to the S and is indented by the mouths of several shallow rivers. The shore for about 11 miles to the N, to the vicinity of Mys Moshiri, is bordered by numerous rocks and islets some of which reach heights of 37m.

Ozero Busse (46°31'N., 143°18'E.), the S of a group of lakes located in the NE part of Zaliv Aniva, is entered by a narrow shifting channel available only to small craft with local knowledge. The entrance can be identified by a conspicuous white rock resembling a house, which is located on the N side, and also by cable towers on either side of the opening.

The shore separating the lakes from Zaliv Aniva is low and tree-lined with sandy beaches and offshore banks continuing until in the vicinity of Mys Chibisanskiy, where the higher land resumes. Reyd Chibisanskiy, an indentation of the coast about 1 mile E of the latter point, provides anchorage to small vessels with local knowledge. At the head of the roadstead there is a small harbor protected by breakwaters and at the town of Ozerskiy, closer inland, there is a conspicuous tower.

The coast to the W of Mys Chibisanskiy consists of rugged hills and numerous indentations with above and below-water rocks located close to the shore. Gora Yunony, a rather sharp peak with an elevation of 464m, is located fairly close to the

shore just within Mys Polevogo, about 6 miles WNW of Mys Chibisanskiy, and is very prominent.

Reyd Merey, an indentation in the coast about 9 miles W of Mys Chibisanskiy, provides anchorage for vessels with local knowledge proceeding to Korsakov. It provides good shelter in winter during N and W winds, but the depths are considerable and anchorage must be taken fairly close to the shore. Caution is required to avoid the submarine cables which land in the vicinity.

Mys Tomari Aniva (46°36'N., 142°46'E.) is the SW extremity of a reclaimed land area located under a wooded and cliffy tableland on top of which are several conspicuous radio towers. A light and a radiobeacon are situated about 1 mile E of the point. A prominent hill, 95m high, rises 1.7 miles N of the point.

Korsakov (46°37'N., 142°46'E.)

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7.24 Korsakov, previously known as Otomari, lies 1 mile N of Mys Tomari Aniva. It is the largest and best equipped port in the S half of Sakhalin. Korsakov is under the control of the Russian navy and is not listed as a port of entry for foreign vessels.

Winds—Weather.—During the summer, SW winds generally prevail and bring good weather, but NE winds, which are less frequent, bring fog and rain. In winter the prevailing NW winds alternate with NNE winds and a considerable amount of snow falls. The port is protected from SE winds by Mys Tomari Aniva.

Fog is prevalent from June through August especially with NE winds. In September the temperatures fall rapidly and the weather is usually clear.

Ice.—The port area freezes in December, but channels are reported to be kept open by icebreakers. Strong NE winds may occasionally clear the outer harbor, but cause considerable amounts of drift ice.

Tides—Currents.—During equatorial tides, springs rise about 0.9m and neaps rise about 0.7m. The tropical spring rise reaches 1.2m and the tides at that time become diurnal. The flood current sets NNW and the ebb current sets SSE at a maximum rate of 0.5 knot.

Depths—Limitations.—North Pier, the main berthing facility, extends about 0.4 mile W from the shore about 1.5 miles N of Mys Tomari Aniva. The pier, which is reported to have nine berth with depths of 2 to 8m alongside, can accommodate several ocean vessels and is equipped with warehouses and cranes. South Pier, a breakwater S of the above facility, protects a small harbor for coasters and consists of a commercial mole with 500m of berthing facilities on its N side and a conspicuous passenger terminal on the seaward end. It is connected to the shore by a bridge.

Aspect.—The town, which is situated in a low area N of Mys Tomari Aniva, is marked by several tall chimneys and backed by hills on three sides. A smoke stack with black and white stripes and a blue tower with white and red strips are conspicuous.

Anchorage.—Anchorage can be taken off Korsakov in a depth of 11m, mud and sand, about 1.5 miles W of the

breakwater. During severe winter weather, with strong NW winds, vessels sometimes shift to Reyd Merey where there is good protection from the NW.

7.25 Bukhta Lososey (46°20'N., 142°50'E.), the bay at the NW corner of Zaliv Aniva, is divided on its N shore by an extensive marshy plain which is bordered on each side by mountainous terrain. The range on the W side is prominent and culminates in a 726m sharp, conspicuous peak, known as Gora Bobrik, rising about 16 miles NNW of the head of the bay. Reka Aniva, with a shallow shifting bar at its mouth, enters the bay on its W side about 11 miles NW of Mys Tomari Aniva.

Anchorage.—Anchorage can be taken off the river mouth, with shelter from NW and W winds, by vessels with local knowledge. The bottom is sand and mud.

Caution.—A stranded wreck lies in Bukhta Lososey, about 3 miles NE of Mys Tomari Aniva.

The W shore of Zaliv Aniva, from Reka Aniva to Reka Taranay, about 5.5 miles SSW, is generally low and sandy. Farther to the S, the coast becomes higher and steeper with numerous sand and shingle beaches interspersed between the hills. Gora Taranay, rising to an elevation of 520m about 6.5 miles W of the mouth of the river of the same name, appears from the S prominent and pointed. From the E Gora Taranay appears flat-topped with a very conspicuous left shoulder.

Krillovo (Uryu) (46°27'N., 142°21'E.), a small fishing village at the mouth of a river with the same name, lies in a valley S of a group of hills closely bordering the coast. Gagyu San, the highest peak in the vicinity, rises to a height of 503m about 11 miles SW of Krillovo and is conspicuous because of its steep N and E sides.

7.26 Mys Benochi (46°07'N., 142°13'E.), a flat-topped rounded projection, on which stand some trees, lies about 1.5 miles S of the village of Khvostovo and is fairly prominent from the N and the S. For about 10 miles N of the point, the coast consists of a succession of yellow cliffs, 15 to 131m high, with numerous rocks along the shore. To the S of the point, for about 5 miles, the shoreline is foul with reefs and shoals to a seaward distance of almost 1.5 miles.

Mys Anastasii (46°01'N., 142°11'E.), a flat, grassy projection fringed with rocky ledges, lies about 5.7 miles SSW of Mys Benochi. Kamen Tishiya, consisting of a group of three rocks, 5 to 29m high, is located about 0.2 mile SE of the point and is connected to the coast by a drying reef. It is very conspicuous when seen from the NE or SW.

Atlasovo, a small harbor protected by breakwaters, is situated close SW of Mys Anastasii. There is a village and facilities for docking fishing boats here.

Mys Kril'on (45°53'N., 142°05'E.), the S extremity of Sakhalin and the W entrance point of Zaliv Aniva, lies 9 miles SW of Mys Anastasii. It is a small peninsula connected to the mainland by a low isthmus. When first sighted by vessels

approaching from the E or W it appears as an islet, steep on its W side, but sloping gradually on its S and E sides. Steep-to reefs extend up to 0.5 mile S of the cape. Caution is necessary in thick weather.

Tide rips extend 1 mile S and 0.5 mile SE of the cape and may extend further off the cape during strong winds.

A light is shown from Mys Kril'on and a radiobeacon is situated in the vicinity of the light; the masts of the radiobeacon are prominent.

Caution.—A former mine danger area within which it is dangerous to anchor, fish, or carry out any underwater operations, lies about 20 miles NE of Mys Kril'on and may best be seen on the chart.

La Perouse Strait

7.27 La Perouse Strait (45°43'N., 142°00'E.), with a width of approximately 23 miles, separates Mys Kril'on, the S extremity of Sakhalin, from Soya Misaki, the N extremity of Hokkaido and joins the Tatar Strait and the Sea of Japan with the Sea of Okhotsk.

A light is shown from Soya Misaki and a radiobeacon and a radar beacon are situated at the light.

Although easily navigated in good weather, the strait can be very difficult during periods of poor visibility and the utmost caution is recommended.

Skala Kamen' Opasnosti (45°48'N., 142°14'E.), a low isolated rock located close N of the center line of La Perouse Strait, constitutes the main danger to vessels transiting this area. Numerous obstructions and dangers surround the rock to a distance of 2 miles from its shores and it should be given a wide berth. A light is shown on Skala Kamen' Opasnosti and a radiobeacon is situated at the light.

A traffic separation scheme, which may best be seen on the chart, is situated in the strait. The scheme has been established by the Russian government and is not IMO-adopted.

Winds—Weather.—From June to August, fogs develop frequently in the strait. In general, they are densest on the N side, especially in the vicinity of Mys Kril'on, but there is a gradual decrease in density to the E of this point. The fogs are primarily localized, seldom spreading over large areas for long periods, and generally being set about by the direction of the winds.

Tides—Currents.—The tidal currents are so involved in La Perouse Strait that considerable caution is necessary, especially in fog. The main current in summer is generally to the E, but in winter and spring little is known about the flow. The E and W tidal flows strengthen and weaken the main current and off Mys Kril'on have occasionally overcome it to produce a NW flow on the W side of the point and a SW flow on the E side. The resultant currents are considerably affected by the wind and at times tide rips and overfalls are formed.

Caution.—Depths between Mys Kril'on and Skala Kamen' Opasnosti may differ from those charted.